

passing victims to shore and rescue gear to the plane.

"I was a little afraid it was going to get congested, but I could even hear people on-shore calling, 'Clear the way!' Everybody did a small part, and it all worked out."

SHANE CHAPMAN—LIFEGUARD YELLED: I GOT ONE! I GOT ONE!

Shane Chapman, a lifeguard from Anaheim Hills, Calif., was poolside across the street at the Comfort Inn. He dashed across the street and into the water.

"I swam underwater to see if I could find anyone . . . I felt what I thought was a handbag. I went back up for air and suddenly realized: It was a boy.

"I yelled that I need a knife. Some guy handed me one.

"I went back down, cut the seat belt and hollered: 'I got one! I got one!' Steve Hubler helped me drag him ashore, and we realized he was alive when we turned him on his side and saw he was breathing.

"I rushed back to the plane and swam back in the hole. This time the water had settled and was cleared. I saw this boy with yellow hair and a T-shirt, undid his seat belt and pulled him up and someone helped us ashore."

STEVE HUBLER—EX-FIREFIGHTER HAS NIGHTMARES ABOUT PILOT

Steve Hubler, a former volunteer firefighter from New Jersey, was by the pool of the Econo Lodge. He ran over with his scuba gear.

He helped carry the three children to shore. Matthew, the survivor, showed no signs of life at first. His arm was shattered into the shape of an S.

"The part I'll never forget was the pilot, the last one. We had a hell of a time getting him out. It was so dingy and dark in there. He was trapped in there good. His face was so frightening. I knew he was dead."

Hubler shivers when he remembers the rescues. He has nightmares about it.

"It's going to stick with me for the rest of my life. I wish to God we could have saved six lives, but at least we saved the boy's life. If I know that Matthew has a chance to live, I'm happy."

KRISTY KREIDLER—LIFEGUARD ON BREAK STRUGGLED TO FREE MOM

Kristy Kreidler, a spring breaker from Ohio State University and a lifeguard, was having lunch across the street at Denny's. She dashed across North Roosevelt Boulevard and jumped in.

As precious seconds ticked away, she struggled to free those trapped within.

"We got the door open, pulled on this woman's leg. Then we found her seat belt, unbuckled it and pulled her out."

MICHAEL KURANT—DISAPPOINTED THAT HE COULDN'T SAVE ANYONE ELSE

Michael Kurant, a hardware delivery driver and volunteer Monroe County firefighter, was on his way out of town. He pulled his Jeep up on the sea wall. Half a dozen people were around the plane.

"The first thing I thought was everybody was dead," he said. "I didn't expect to get anybody out of the plane alive."

He helped pull Pamela Blackburn out. She took a breath that surprised them all. They found her pulse. They held her head out of the water. They put her on a backboard lifted her up the seawall and gave her first aid.

When it was all over, he was disappointed and angry.

"I was madder than hell. We had done so much, and it didn't do any good. With everything the people in the street did, and the police and fire and paramedics * * * we couldn't save anyone else."

AL RODRIGUEZ—OFFICER MADE CALL: COME FAST, LIGHTS AND SIRENS

Al Rodriguez, first police officer on the scene, pulled up at 12:34 p.m. He keyed his microphone: "10-18," he told his dispatcher, the code for come fast, lights and sirens.

He took off his gun belt and jumped in, shoes and all. Rodriguez held on to a paramedic trying to free the victims.

The children in the accident gave everyone involved an increased sense of urgency, Rodriguez said.

"You think about your own, and you put more effort into saving them."

GARY ARMSTRONG, DAVID LARIZ, ED STRESS—GAVE MOUTH-TO-MOUTH TO ONE CHILD, THEN ANOTHER

Key West Police Lt. Gary Armstrong pulled up. The crowd was growing. He yelled for everybody to get back. They did, making room for the victims.

Paramedics were busy trying to revive Jonathan and Martha at the sea wall or pulling bodies out of the wreckage. With the help of Deputy Chief David Lariz and officer Ed Stress, Armstrong gave mouth-to-mouth resuscitation to one child and then the other.

"Everybody was working at top speed," Armstrong said. "It was chaotic, but everybody jumped in and worked and worked and worked. It just seemed like everybody clicked in and set aside very difficult feelings. It was impressive."

KUNKO CELCER—MEDICAL TECH FOUGHT TO GET AIR TO BOY

Kunko Celcer, emergency medical technician, was working at her second job at a car rental company when she heard the commotion.

She hurried over to help her fellow paramedics. The first thing she noticed was that someone was trying to put a mask on Matthew. She helped work on him.

"He was looking at me," she said. "He was trying to breathe on his own."

On the way to the hospital, the boy fought back efforts to insert a tube in his airway.

"I've got to get this kid some air," she kept thinking. "It was scary, but you don't really think of that until it's over."

ALVAH RAYMOND SR.—THIS WAS THE WORST THING I'D EVER SEEN

Alvah Raymond Sr., a member of the Coast Guard, was riding with an ambulance as part of his training for emergency medical technician. Eight other classmates at Florida Keys Community College participated in the rescue.

Raymond helped perform first aid on Matthew. As a volunteer firefighter, Raymond had seen plenty of tragedies, but nothing quite like this. "This was the worst thing I'd ever seen."

PAUL SCOTT, CARL CLEARY—PARAMEDICS HELP GASPING BOY

Pamela and Matthew Blackburn were out of the water when Paul Scott, an Atlantic Key West Ambulance paramedic, arrived. While his partner, Carl Cleary, got equipment ready, he handed his radio to a bystander and jumped in the water.

Scott helped with Jonathan. Another paramedic worked on Martha.

At the ambulance, Matthew was gasping. Cleary gave him oxygen and tried to clear his airway. Scott tried to keep Jonathan alive.

"You don't really think about other things but whatever you're doing. You want to do so much," Cleary said.

"There wasn't a whole lot of time to be thinking," Scott said. "It was all on autopilot."

PABLO RODRIGUEZ—PARAMEDIC COULDN'T SEE FOR "BLOOD, SILT, GASOLINE"

Pablo Rodriguez, another paramedic and the crew's supervisor for the day, grabbed his

fins, mask and snorkel and jumped in the water. He found a small cramped opening in the plane's fuselage and started to pull people out.

He took Jonathan to the sea wall, swam back to help untangle others.

"You couldn't really see because there was blood and silt and gasoline."

In all, he helped to free four, including the pilot who was strapped in.

"It was one of the saddest things I've ever experienced. The only thing that I can gain is the importance of teamwork and how grateful I am that we have such an experienced crew.

"It truly has devastated everyone, everybody that was involved."

PAUL HANSEN, JIM KAVANAUGH—PARAMEDICS HOPSCOTCH FROM VICTIM TO VICTIM

Paul Hansen and Jim Kavanaugh, also paramedics, were at the emergency room when they got the call. They got some Coast Guard trainees at the hospital to join them.

"When we got there it was pretty chaotic," Kavanaugh said.

Several bodies were out of the plane. Two groups of people were giving first aid to two of the victims. A kid was coming out of the water.

"It was like nothing I'd ever seen before," Hansen said. "There is nothing that prepares you for anything like that. You can read the book till you're blue in the face."

Kavanaugh made sure every patient was cared for, and then carried backboards out to the plane.

Hansen worked on Martha, then her father, then her mother, then back to the little girl. He took her to the hospital, where everyone was busy, so he stayed and helped out.

Kavanaugh radioed the hospital: three children and a woman on the way, more to come.

He asked firefighters and police officers to drive ambulances so paramedics could tend to patients.

Within 15 minutes of transporting the victims to the hospital, the paramedics had four other emergency calls. It wasn't until that night that they had time to reflect.

Throughout the ordeal, the paramedics said, they kept their thoughts focused on the job.

"If you sit there and start to flip out about it, you're really not going to help anybody," Hansen said.

HAROLD GORDON—MAINTENANCE MAN HELPED WITH CPR

Harold Gordon, a Stock Island maintenance man, was taking his wife to bingo when he saw the crowd. He pulled over. Two boys were in the ambulance. A paramedic asked for help with Jonathan.

"Push down on his chest! Harder! Do it again, harder," Gordon remembers. "I said to myself, 'This little kid is too small.' I had a feeling he was dead already."

He rode to the hospital with the brothers, then went home.

"There was nothing else I could do. I just felt terrible.

"Grown people are bad enough, but little children really hurt."●

PROPOSALS TO INCREASE THE GRAZING FEE

● Mr. MCCAIN. Mr. President, I would like to address the amendment that was offered by my colleague, Senator BUMPERS, to S. 1549. Senator BUMPERS' amendment would have substituted a two-tiered grazing fee for the new grazing fee formula in the bill. After serious consideration, I supported the motion to table the Bumpers amendment,

and thereby preserve the new increased grazing fee formula in S. 1459.

The Bumpers amendment would create two grazing fee formulas. The first would apply to permittee who "control livestock less than 2,000 animal unit months [AUM]" on public lands during a grazing year. This fee is intended to apply to small ranching operations, and would increase each year for the next 3 years. The second fee created by this amendment is targeted to larger ranching operations, which are comprised of more than 2,000 AUM's. This fee would be set according to higher amount of either the average grazing fee charged by the respective State, or, by increasing the aforementioned small ranch fee by 25 percent.

The Bumpers amendment would increase the grazing fee each year for the next 3 years for smaller ranchers, and implement a substantial increase for larger ranchers. While the Bumpers amendment attempts to require larger—and therefore presumably better off ranching operations to pay more, I ultimately decided that the BUMPERS proposal would have too injurious an impact on modest, family-run ranching operations in Arizona.

I strongly believe in the longstanding principle of managing Federal lands for the multiple use of the public. This means that the many legitimate uses of public lands—recreation, wildlife preservation, grazing, hunting, and economic purposes—must be carefully balanced with each other. Our precious Federal lands must be properly managed so that they can be enjoyed by Americans both today, and in the future.

When public lands are used for economic purposes, such as timber, mining, and cattle grazing, there clearly should be a fair return to taxpayers for the economic benefits gained from the land, and for the cost of administering these uses. In light of the massive Federal debt our Nation has piled up, the Congress must be especially vigilant in ensuring that fees imposed on individuals who are using public lands for commercial purposes, must be equitably set. With an astounding \$5 trillion debt growing larger every day, I think it is appropriate for grazing fees and mining fees to be adjusted.

I strongly oppose, however, drastic hikes in such fees that would bankrupt hard-working ranching families. Nationwide, ranchers who graze cattle on public lands have an annual income of only \$30,000 a year. These families do not have a huge profit margin that is being gained at the expense of the public. Indeed, the taxes they pay and the economic benefits they generate are extremely important to small towns in Arizona and throughout the West.

The grazing reform bill I am supporting, S. 1459—Public Rangelands Management Act—would increase the existing grazing fee by 37 percent. In my view, that is a pretty reasonable attempt to address legitimate concerns of the public about what return the

Treasury is getting from the lease of Federal rangelands. If we could reform Federal fees or reduce Federal spending pertaining to corporate entities which are similarly subsidized by taxpayers, our budget problems would be in a lot better shape. Ranchers will pay their fair share under S. 1459.

The new, higher grazing fee in S. 1459 will afford greater stability to ranchers in my State who need to plan ahead for their family business. The fee in S. 1459 is based upon a 3-year rolling average of the gross value of beef production in the United States, along with interest rates from Treasury bills. This new formula will fluctuate according to market conditions, which I think is appropriate.

While the sponsors of the Bumpers amendment state that it is targeted at large, corporate-owned ranching operations, I am deeply concerned that its higher, corporate fee hike could come down squarely on many family ranchers in the Southwest. It would have potentially crippling effects on family ranchers in States such as Arizona and New Mexico, especially.

The reason the Bumpers amendment would hurt many Southwestern ranchers is that its formula would significantly impact ranchers whose grazing permits are comprised primarily of Federal lands, and on ranchers who graze cattle year round. Both of these factors apply to southwestern ranchers, due to large amount of land that is owned by the Federal Government. The Bumpers amendment's formula would apply its higher fee to ranching operations with more than 176 head of cattle, which is not a large, corporate operation by the standards of my State.

Furthermore, the Bumpers amendment's higher fee was partly based on higher State land standards, which are not always readily comparable to Federal lands. Federal rangelands do not offer the same exclusivity of use to permittees as do State lands, and ranchers on Federal lands also bear higher costs for range improvements than do holders of private grazing permits.

I find no evidence that that new fee will not cover the Federal cost of the program.

Due to these factors, I opposed the Bumpers amendment, and voted to preserve the reasonable fee increase which is in the underlying bill. I commend Senator Bumpers for his objectives, however, and share his concerns that taxpayers must be fairly compensated for the economic use of public lands. I will continue my efforts to vigorously weed out unfair and unsustainable corporate subsidies. If S. 1459 becomes law, the Congress should continue to evaluate the grazing revenues it produces. I will be open at that time to considering whether further adjustments for corporate ranching operations are warranted.●

TRIBUTE TO COL. FRED E. KISHLER, JR.

● Mr. GLENN. Mr. President, I rise to pay tribute to Col. Fred E. Kishler, Jr., who died this past January. From August 1994 until his death, Colonel Kishler served as the Director of the General Defense Intelligence Program [GDIP] Staff where he served with great distinction.

Colonel Kishler was a fellow Buckeye—born in Tiffin, OH, and receiving his undergraduate degree at Heidelberg College in Tiffin. In his lengthy and distinguished Air Force career, Colonel Kishler flew dangerous, sensitive missions in the U-2 spy plane and other aircraft, and was responsible for fielding numerous tactical and strategic intelligence systems. His greatest love as a pilot was flying the U-2, spending approximately 15 years in the U-2 program. Colonel Kishler accumulated over 4,800 flying hours—over 2,000 of those hours were spent in the cockpit of a U-2, and he flew 106 combat missions in Southeast Asia. During the Vietnam War, he demonstrated his courage as a flight leader for search and rescue missions, and he supported the Son Tay POW raid.

In 1991, Colonel Kishler came to work for the Defense Intelligence Agency, first serving as the Chief of the Reconnaissance Division for Functional Management. His hard work and effectiveness led to other positions as the Associate Deputy Director of the Programs and Evaluation Division of the National Military Intelligence Collection Center, and ultimately as the Director of the General Defense Intelligence Program Staff—particularly challenging assignments in a period of declining resources where we have had to do more with less. Colonel Kishler's honesty, integrity, and professionalism gained the respect of Congress as well as the Department of Defense.

Among Fred's many decorations and awards were the Distinguished Flying Cross, a Meritorious Service Medal, the Air Medal with thirteen oak leaf clusters, and the Air Force Commendation medal.

Mr. President, I join all of my colleagues on the Senate Select Committee on Intelligence in paying tribute to the memory of Col. Fred E. Kishler, Jr., and pass along our deepest sympathies to Colonel Kishler's mother and father—Fred and Marjorie Kishler; his wife, Susan; and their sons, Mark and Fred. Fred Kishler was a credit to the Air Force and the United States of America, and he will be sorely missed.●

NATIONAL MISSILE DEFENSE ACT OF 1996

● Mr. ABRAHAM. Mr. President, I rise today to join the distinguished majority leader, and my colleagues, in co-sponsoring the National Missile Defense Act of 1996. This legislation builds on the Missile Defense Act of 1995. The 1995 act made significant